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INFORMATION REPORT

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1. The following installations were at the civil airfield located south of the railroad station of MINSK (27°34' E / 53°54' N), White Russian SSR. 25X1

a. An asphalt runway, 5,000 x 135 feet, constructed by PWS between 1946 and March 1948.

b. An asphalt taxiway, 2,650x100 feet, leading to the runway and constructed by PWS between May and August 1948.

c. An asphalt aircraft dispersal area, 1,000 x 650 feet.

2. A hangar (400x200x40 feet), which had been under construction since 1947, was not completed in May 1949 (the roof was still lacking and the masonry work incomplete). Sections of a hangar dismantled at an airfield in the Soviet sector of BERLIN were used for the construction. Other sections of the BERLIN hangar are said to have been shipped to KIEV.

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4. An octagonal control tower with a loudspeaker was built on the roof of the airport hotel. A radio installation was located nearby

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5. Airfield personnel

The field was used by Soviet commercial aviation; its personnel was composed of about 150 civilians, including pilots, air crews, and ground/office employees. The radio station, however, was manned by air force soldiers. Most of the personnel were quartered at the field, some of them, particularly office employees, were trucked to and from the field.

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CENTRAL INTELLIGENCE AGENCY

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a. Permanent occupation:

(1) Four [redacted] Douglas planes, also designated "FS-84" by some of the Poles. A commercial plane equipped with 2 inline engines, retractable landing gear, low, elongated plexiglass canopy [redacted] 25X1

(2) About 11 or 12 Soviet Douglas planes, copies of the [redacted] Douglas craft, but with a small, blimp-like aluminum body instead of the plexiglass canopy [redacted] 25X1

(3) About 20 to 24 U-2 biplanes, five of which were ambulance planes painted white or green. [redacted] 25X1

Behind the pilot's seat there was a plexiglass canopy sliding open in such a way that a litter could be put into the cabin from above.

b. Temporary occupation:

Individual commercial aircraft: Blimp-shaped fuselage, low-wing monoplane, two radial engines with four-bladed propeller, nose wheel, fair projecting cockpit, door at right rear side, wide double-trapezoidal wings with rounded tips, set rather far to the rear. The Soviets called the craft an 11-12. Since late in September 1948 this plane would land at the field every three or four days about 4 p.m. On these days, local flights of about 12 minutes duration were conducted with this craft between 4 p.m. and 2 a.m. According to the Soviet flying personnel, these flights were the night flying training of pilots stationed at the field.

7. Flying: The commercial aircraft had scheduled flights mainly on lines to KIEV, KHARKOV, MOSCOW, WARSAW-BERLIN, and Kaliningrad (according to announcement over the loudspeaker). The U-2 biplanes presumably made courier flights.

Comment

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The reports on the location, stage of construction, and flying at the commercial airfield of Minsk-South present a clear picture. Although the reported estimates on the length of the runway and the size of the aircraft dispersal area differ, the following data may be assumed to be approximately correct:

Size of the field: About 10,000x6,600 feet.
Runway: About 6,600x200 feet.

a. Two concrete taxiways leading from the hanger or the dispersal area to the runway: About 100 feet wide.

b. The fact that the hanger under construction in Minsk was dismantled in BERLIN-TREPTOW can be considered as confirmed.

c. The use of the field by the Civil Air Fleet is an established fact. Whether the presence of air force soldiers, which was reported several times, is due only to the existence of the radio station seems doubtful. According to another report, an air force ground personnel unit in charge of guard duties also seems to have been stationed there.

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The number of aircraft stationed at the field from 1947 until the Summer of 1949 seems to have been almost constant. However, it is assumed to be stationed at the field in addition to the about 20 commercial Douglas planes and 20 to 30 propellor-driven biplanes. The occasional practice flights with IL 12s do not indicate an intended military occupation of the field.

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